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CARIBOO AND Northwest DIGEST

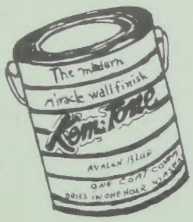
JUNE, 1951 VOLUME 7 NUMBER 6 25c

B.C. TRUCKERS ARE LOSING $1,000,000 PER YEAR
By A. Sahonovitch

MONTANA TO THE KLONDYKE - CONCLUSION
by W.D. MacBride

Photo by WALLY WEST

The Cascades - as seen from the window of a C.B.C.A. plane *(see page 12)*



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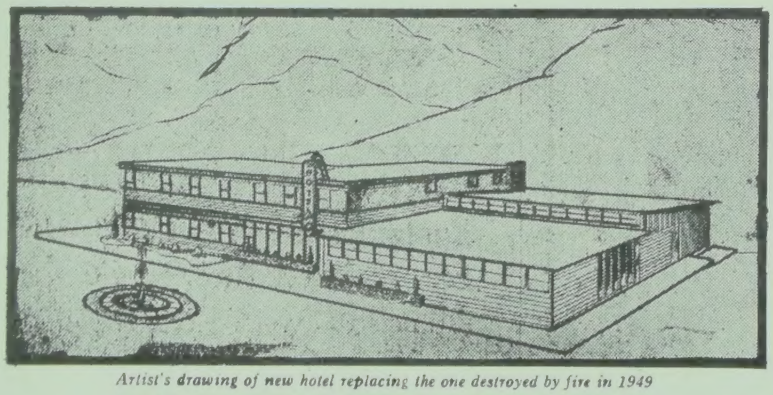

Artist's drawing of new hotel replacing the one destroyed by fire in 1949

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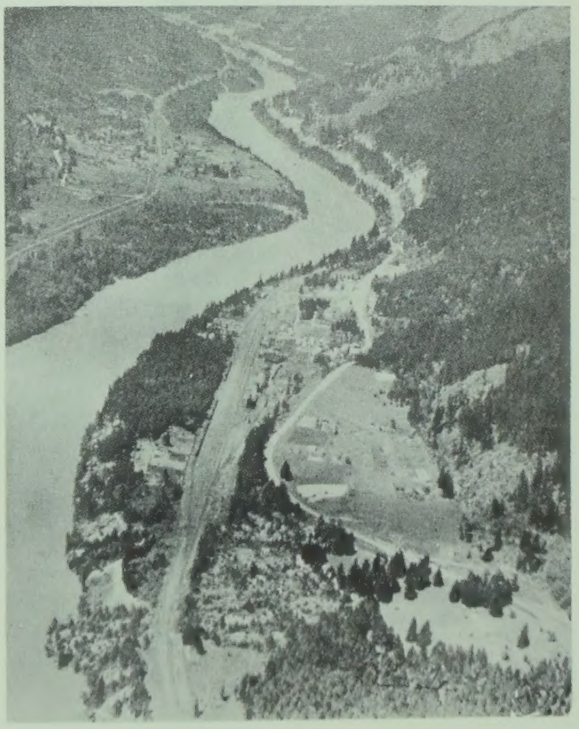

BOSTON BAR, B.C. - Aero Surveys Photo

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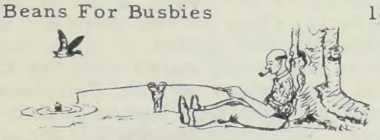

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LETTERS
TO THE EDITORS

IN APPRECIATION.

I have just seen for the first time, the "Cariboo and Northwest Digest," and enjoyed especially Bill MacBride's story "From Montana to the Klondike."

There is a statement in your "Author's" column to the effect that "he has furnished material for a dozen books and requests for visiting journalists - some of whom had the grace to acknowledge the source of their material - but most of whom "didn't even have the grace to send me a complimentary copy." I believe this to be true but I would like to say that the name of W. D. MacBride, in gratitude for what he has done for the CBC personnel, has been spread around the world in several languages. It was our pleasure on two occasions to chat with him and I can still recall the stories he told us so well. These have been passed on in one way or another to Canadian listeners by way of CBC's networks and in Dutch, German, French, Norwegian, Swedish, Spanish and other tongues through the CBC's International Service which carries Canadian programs by shortwave around the world.

W. John Dunlop,
Supervisor of International Exchange, CBC.

INFORMATIVE CONTROVERSY.

.....I am particularly interested in British Columbia historical facts, and I find the Cariboo and Northwest Digest the broadest and most illustrative in the publishing field. I must say that the "Saga of the Upper Fraser Sternwheelers" really appealed to me, also R. B. Cumming's "Historic Pavilion Mountain," as I have some knowledge of this later territory, The Informative Controversy, both your editorial "Should Canada and the United States become One Country," and Senator Neuberger's affirmative approach, are both highly entertaining and illuminative. However, I must say that my views fall, in line with your editorial, principally from the viewpoint of likely tremendous exploitation of our resources.

.....best wishes for the continued success of a good British Columbia Historical magazine.

John F. Moore,
Vancouver, B. C.

MADE FROM MOOSE HORNS.

I much enjoyed your story "Remember" by F. W. Lindsay in the November issue; also the prehistoric mystery and the Swan story in the December issue. In the Mountie yarn I believe in the same issue there was a reference to "an old chair made from Moose Horns."

I was virtually "given" - for a token payment such a chair by a local old timer who said it had "been around these parts a long time." I enclose an enlarged snap I took of the said moosehorn chair, in our yard - on part of the old Sealey Quarter, just below Hudsons Bay at Smithers; fall of 1949.

Seated in the chair is my daughter... and in the deck chair Edmund Pierre Joseph.....

I enclose also a snap of Abraham Nikal and friends fishing at Moricetown.....

Kathleen Casler.
Smithers, B. C.

NO-NO-NO-

To the woman who wanted recipes in your Cariboo & Northwest Digest. There are millions of recipes in other papers never used. Your magazine is grand and must take some great scout-

concluded on page 3

E D I T O R I A L S

By A. SAHONOVITCH

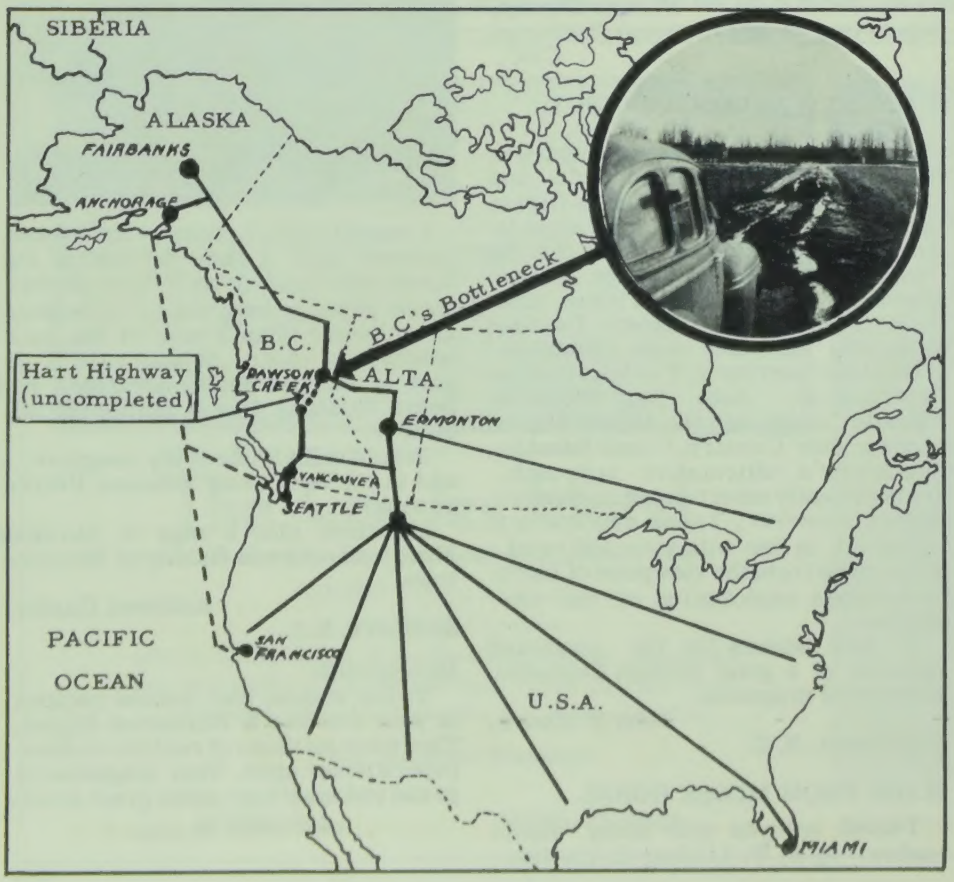
B.C.'s CONTRIBUTION TO NORTHWEST DEFENCES -- 21 MILES OF MUD ROAD

IT IS APPROXIMATELY 6,000 "road" miles from Florida to Fairbanks. If one were to make the drive, the highways encountered would range from the wide concrete speedways of Eastern U.S. to Alberta's black-top and all-weather gravelled roads, and end up on the famous 1600 mile long Alaska Highway which stretches from just inside the border in the north-eastern corner of B.C., northwesterly into the heart of Alaska.

For a short period in the spring the Northern Alberta and B.C. sections of this 6,000 mile long system of connecting highways are closed to trucks and heavy vehicles, but to cars it is never closed. In the seven years since the Alaska Highway was completed hundreds of thousands of vehicles have travelled the route, and are still travelling it, not from Fairbanks to Florida particularly, but from Alaska and the Canadian Northwest down into the industrial heart of Canada and the United States - and back.....

Its tremendous importance as a safe inland means of speeding military supplies to northwestern defence posts is unquestionable. Hundreds of tons of strategic materials are being rushed northward over this route every week, and the volume is increasing steadily (see article page 4).

In view of the fact that Alaska may one day become North America's first line of defence it would seem of paramount importance that every province, territory and state keep their respective portions of this defence artery in first class condition; British Columbia's contribution to this vital lifeline is a 28 mile piece of road connecting the Alberta road system with the Alaska Highway, which starts at Dawson Creek, B.C. North of this section stretches the Alaska Highway, maintained to No. 1 standards by the Canadian Army for over 1200 miles; one of the best gravelled highways on the continent. In Alaska, the highway is even better maintained, if that is possible, and parts of it are being hard-surfaced. Across the border to the southeast, Alberta has improved the 450 mile section from Edmonton to the B.C. border until today it is a fine gravelled highway with sections already being blacktopped. From Edmonton south to the U.S. border, the highway is paved, while south of the border we all know that the trunk highways are the world's best.



But what of British Columbia's 28 miles? One would naturally think that it too is carefully maintained to No. 1 standards; that a government so conscientious as to provide hospital insurance for its masses, would also recognize its responsibility to maintain strategic defence highways which fall under its domain, especially in such CRITICAL times. The cost, to a province which boasts of planning to spend $110 millions on roads in the next ten years, could amount to no more than the proverbial "drop in the bucket." I repeat, one would naturally think thus, but the fact is that THE 28 MILES WHICH B.C. MAINTAINS IS THE WORST SECTION OF ROAD IN THE ENTIRE 6,000 MILES. SEVEN miles of it are gravelled - and the rest is plain unadulterated (with gravel) prairie gumbo - virtually impassable after an hours rain.

It is the worst highway bottleneck in the entire northwest. In the spring and during rainy periods there are at times literally dozens of cars and trucks hopelessly mired along the 21 mile ungravelled stretch. Countless times vehicles have had to be abandoned; left on the highway (?) for as long as two weeks before the road dried up and they could again proceed. Residents of the area and others who have had experience with this fine example of British Columbia highway engineering, either don't travel over it during the wet seasons - or they ship their vehicles by railway flatcar around this 21 mile section.....

In 1950 after loud and repeated protests from residents of the area (the Peace River Block), and from trucking firms engaged in hauling defence materials to the Yukon and Alaska, B.C. appropriated the necessary funds to gravel the 21 miles - but nothing was done. The excuse given by the district Dept. of Public Works engineer was that the machinery at his

concluded on page 17

LETTERS,

(continued from page 1)

ing to get so many news items.

So many people do not keep diaries which is such a pity, for if its down in ink it cannot be denied.

Your January "Sternwheelers" was very interesting, the more so to us as one of our neighbors was in one of of the pictures and he has two pictures of the sternwheelers among his snaps.

Mrs. Fred Clarke.

Fort Fraser, B. C.

BOUQUET.

.....I find your publication most informative as well as interesting, giving as it does a very vivid picture of your section of the province.

J. R. Bailey.

Nelson, B. C.

KLOOTCHMAN'S CANYON?

Enjoyed W. D. MacBride's article in the April issue very much. To keep things straight I would like to mention that I don't think the picture in the centre of page 9 is Klootchman's Canyon. I believe it is the canyon 8 miles below Klootchman. It is marked on the map as Little Canyon but is known to rivermen and residents of the district simply as "The Canyon."

W. G. Crisp.

Vancouver, B. C.

DEER'S NEW ENEMY?

Enclosed find cheque for five dollars..this I guess will pay for two years, if your rates have risen advise me and I will send the balance.

Had a poor winter here but not so bad as last year. Got most of the wolves cleared out in the area now, but a damn wolverine killed five deer, and a trapper on the Rabbit River told me that he saw a wolverine chasing a deer just as a wolf would. Have you ever heard of a case like this? I have been in the woods all my life and this is the first time I have seen anything like it. This is good sheep country and I will bet that wolverine kill sheep also.

Well I won't take up any more of your time but I wish you would let Eric Collier know about this. I am not a trapper, have a horse ranch and take out hunting parties etc. I have picked up the odd copy of your magazine and think it is about right for the North.

J. O. (Skook) Davidson.

Lower Post, B. C.

HAS POSTCARDS.

We were interested to read "Saga of the Upper Fraser Sternwheelers" in the January issue of the Cariboo and Northwest Digest.

It may interest you to know that I have postcards of the two pictures on page 20, the scow in the Grand Canyon and the freight scow in smooth water, these were sent to me in England, June 1913.

H. W. Ponsford, now of Fraser Lake, worked on the scows at that time and he is the shorter one of the two men on the front of the scow in smooth water. This picture was taken at South Fort George.

He remembers Captain Brown and Captain Foster, mentioned in the story, and has recollections of a good many exciting trips through the canyons.

L. B. Ponsford.

Fraser Lake, B. C.

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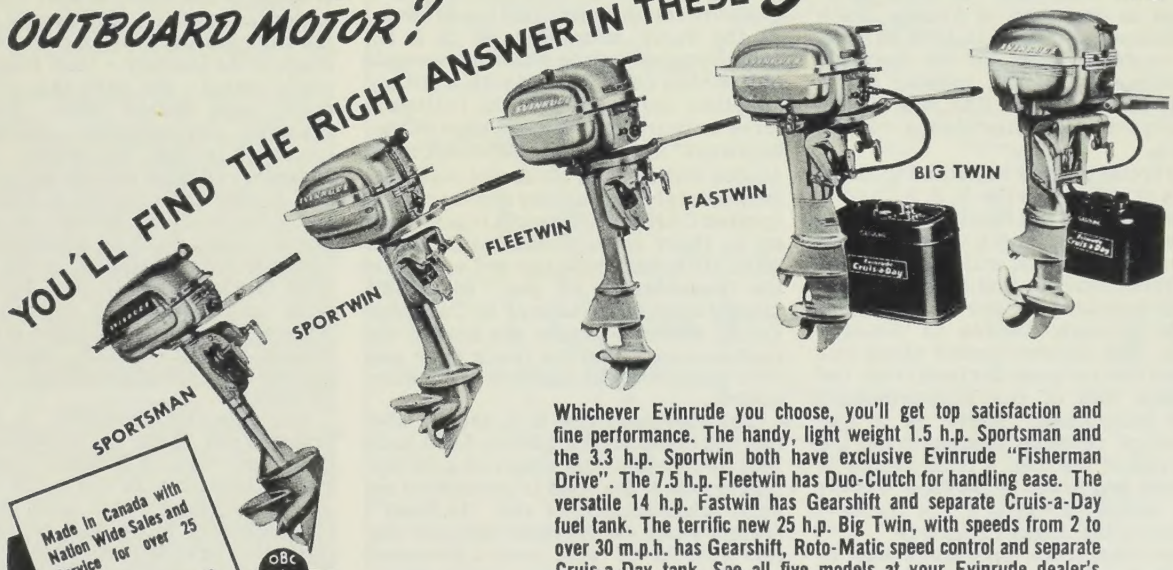

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PETERBOROUGH CANADA

E-25

British Columbia truckers loss may soon be $3,000,000

B.C. Truckers Are Losing $1,000,000 Per Year

By A. SAHONOVITCH

ONE MILLION DOLLARS a year is a lot of money to be lost by any one of B. C.'s industries - due to discriminatory and antiquated Canadian Customs Regulations - which could be remedied. But that is exactly what is happening in British Columbia's trucking business. Every week an average of 15 American trucks pass through Dawson Creek, B. C., northbound over the Alaska Highway, loaded with freight for northern defence posts located in the heart of Alaska. Each load delivered over this 1500 to 1600 mile route grosses for the operator approximately $1500, making for a weekly total of some $22, 500. 00 and a yearly total of better than a million dollars.

The freight which is hauled in these trucks originates in the U. S. A. and it is being carried "In Bond" from points in the U. S. just south of the Alberta border because U. S. military authorities have found out that trucks are by far the quickest means of delivering freight through Canada to Alaskan points. The figures quoted above represent the revenue derived from the northern half of the approximately 3,000 mile haul. There is a like amount of revenue derived from the south end of the haul - from points in Montana and Idaho to Dawson Creek, B. C. which is "Mile 0" or the beginning of the Alaska Highway.

American truck operators want to give B. C. truck operators based at Dawson Creek, the northern half of the haul, with its million a year in revenue, but customs regulations do not permit the transference of goods brought into Canada "In Bond" on American trucks - to Canadian trucks. Consequently American truckers are being forced to make the 3,000 mile trip from the U. S. to Alaska, while B. C. truckers sit idly by and watch a million dollars a year roll by their doors.

The U. S. Defence Dept. does not by any means ship all of its Alaska-bound freight via truck. A goodly percentage still arrives at "Mile 0" by train, for Dawson Creek is the northern terminus of the Northern Alberta Railway. When freight arrives by rail the discriminatory and antiquated nature of our customs regulations is all too evident. At the same hour that an N. A. R. switch engine may be shunting a couple of U. S. box cars, loaded with military supplies, onto a siding at the railhead, three or four huge "freight cars of the highways" may pull into Dawson Creek loaded with similar strategic supplies. Immediately the railway box-cars are spotted CANADIAN freight trucks back up to them while Canadian Customs officials break the seals and supervise the transference of the "In Bond" freight from U. S. boxcar to Canadian truck. When the trucks are loaded the customs men seal the truck door and they roar off up the highway - Alaska-bound.

The operator of the U. S. truck, who has just completed a 1200 to 1400 mile long haul behind the wheel of a 30 ton juggernaut of the road is permitted no such transference of the "In Bond" freight which he carries. Despite the fact that he is well over a thousand miles from his private repair shops and base of operations - and despite the fact that Canadian operators, with more experience in northern hauling are ready and anxious to deliver his load to its Alaskan destination - as they have in the past, and still are, delivering hundreds of loads - loaded from U. S. box cars - NO SUCH TRANSFERENCE IS PERMITTED.

Wherein," ask the truckers, lies the difference?"

The goods in both box car and truck may be identical. Both box car and truck were "sealed" by Canadian Customs officials when they crossed Canada's southern border enroute to Alaska. Both loads may be destined for the same defence outpost. Both box car and truck may arrive at Dawson Creek (a customs 'port of entry') on the same day, at the same hour - both with seals intact. Here the similarity ends. Truckers want to know WHY they are permitted to deliver goods to Alaska brought thus far by rail, but not if brought by truck.....

Why the discrimination?

Representation at Ottawa has elicited no reasonable, or even 'unreasonable' answer. As in Tennyson's famed verse, "Theirs not to reason why, theirs but to do..... or run afoul of customs regulations," Since 99% of this freight arrives in the semi-trailer type of vehicle, U. S. and Canadian truckers have tried to get around the regulation by arranging to switch trucks (or tractors, as they are called) under the trailers, and have a Canadian unit haul the trailer over the final stage of the journey - thus leaving the seals intact. But even this arrangement was denied them. The only transfer arrangement allowed the truckers is that the entire load be transferred from American to Canadian trucks and trailers at Coutts, on the Alberta-U. S. border or similar border point. Such an arrangement is entirely unsatisfactory, as the American truckers would then be hauling over only 10% of the overall route. They are perfectly willing to give Canadians 50% of the haul, and the revenue to be derived therefrom - but not 90 percent.....

Occasionally, however, a load IS transferred from an American to a Canadian truck at Dawson Creek, for regulations provide that in the case of an "emergency" this may be done. Consequently more and more U. S. operators are tempted to have "breakdowns" upon arriving at Dawson Creek, and thereby claim an emergency situation. Unless the breakdown is genuine it places both the American and Canadian trucker in the position of having deliberately broken the law, though not the slightest actual harm has been done.....

Obviously our customs regulations

need an overhauling. Customs men themselves admit that it is a "peculiar" regulation, inviting circumvention. Drawn up years ago when the motor car industry was in its infancy; when a truck which could deliver a two-ton load fifty miles distant, travelling at the (then) unheard of speed of 25 m. p. h. was considered remarkable, makers of the Canadian customs regulations did not forsee the day when huge motor carriers would give door-to-door pick up and delivery on 20 or 30 ton loads over a 3,000 mile haul in a matter of days - where train service might take weeks.

They certainly did not, and indeed could not, forsee the day when a fleet of 20 or more 375 h. p. trucks, hauling an average of 25 tons, would be in operation between Seattle and Fairbanks on a four day schedule for the 3500 mile one way trip - a freight service which no railway line on the continent can equal. Nor could anyone else foresee it - 40 years ago when the regulations were drawn up. It was then anticipated that all "in bond" and other freight would arrive into Canada from the U. S. by rail. Consequently no provision was made covering the situation which now exists between U. S. and Canadian truckers at Dawson Creek today.

Worse than the fact that no provision was made forty years ago, is the fact that NOTHING is being done at the present time to correct the situation.

The present million dollar a year loss is just a beginning, say the B. C. operators. Within twelve months it could be two or three million, or even more - if customs regulations are not changed.

One Canadian operator explained it as follows: "Due to the Korean war and increased tension throughout the Pacific northwest, supplies and military equipment are needed in Alaska as never before since the invasion of the Aleutians. There are four means of transporting such supplies from the industrial heart of the U. S. to Alaska, by air, boat, rail or truck, or a combination of any of the four means. Ruling out air freight as being too costly except in cases of extreme emergency, and impractical due to the limited number of cargo planes, there are three means left. Boat servcie from Seattle to Alaskan ports is the cheapest means, but also the slowest and most vulnerable. This leaves a combination of rail and truck transportation, with freight converging from all over the southern half of the continent to the railhead of Dawson Creek where the Alaskan highway begins, as the most reliable combination. However the four-day truck schedule which Alaska Freight Lines maintained between Seattle and Fairbanks throughout the months-long Pacific Coast shipping strike in late 1948 proved to

American truckers would like to transfer goods at Dawson Creek.

military authorities that trucks were far superior to railways where speed was essential. And since the outbreak of the Korean war speed HAS become essential. With railway hook-ups north and south through Alberta extremely slow, taking in one instance 21 days to deliver a car from Great Falls, Montana to Dawson Creek, a distance of approximately 1,100 miles, defence authorities are swinging over strongly to truck transport. Instead of the treight arriving at Dawson Creek by rail, it is being massed at depots just south of the Alberta border in Montana and Idaho for through shipment by truck, which except in cases of a breakdown seldom takes over 3 days to pass through Alberta.

Most of this truck-borne freight originates in the eastern U. S., while that originating in the west is delivered by steamship, the Seattle-Fairbanks service having been an emergency service maintained only during the shipping strike. When one considers the fact that Fairbanks is 1,000 miles WEST of Seattle, while the first lap of the trip via existing motor roads is

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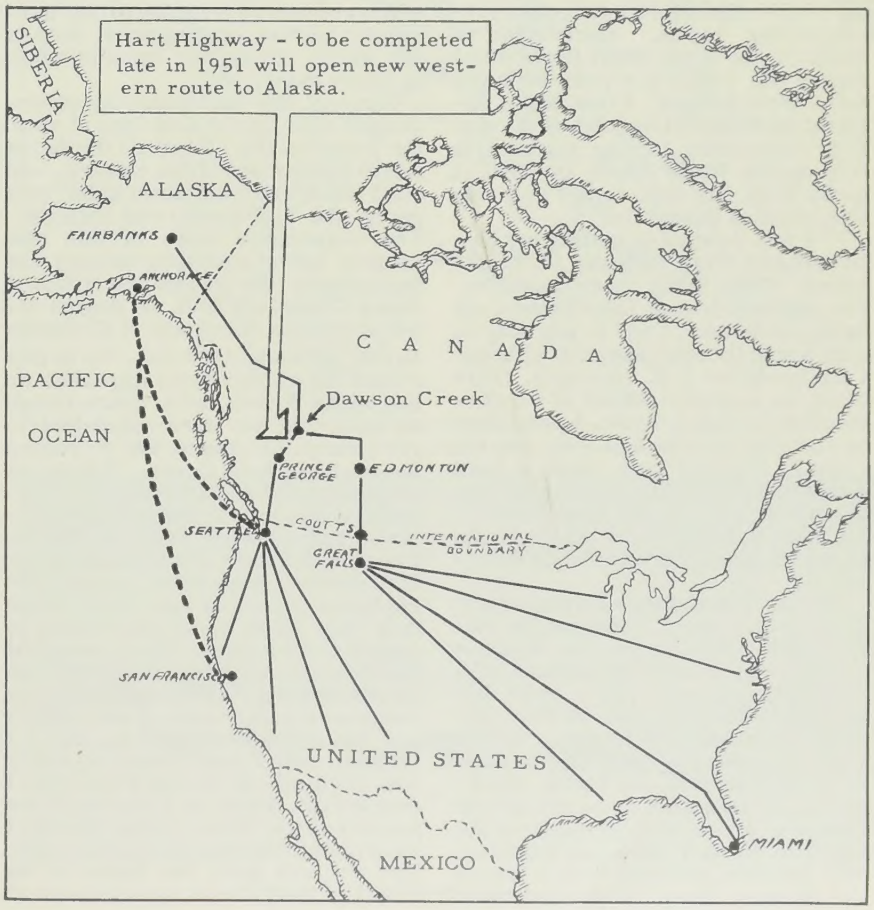


CONCLUSION

FROM
Montana to the Klondyke

by W. D. MacBride

Foreword: In 1897 Frank R.Miles, a pioneer of Montana's early Butte mining days, left Kalispell, Montana, destination "The Klondike." Mr. Miles represented U.S.Mining interests and continued to explore the Yukon Country.His adopted son,W.D. MacBride, who still retains the reports and photos of his father, plus a vast fund of historical information, has prepared a series of articles which will appear in the Cariboo and Northwest Digest in serial form, covering the experiences of Frank R.Miles.

PART (3) An Expedition to the head of the White River in 1900 and the discovery of native copper.

HAVING SECURED information regarding recent discoveries of copper on the Upper White River which enters the Yukon at a point 96 miles below Fort Selkirk, Frank Miles secured the financial backing of several U. S. financiers for an exploration trip up the White River in 1900. I quote from his own report covering this arduous expedition:

"I was delayed in getting my outfit shipped from Skagway to Whitehorse, there being three transfers, the railroad around Lake Bennett not being completed. I had to pay duty on everything I bought in Seattle, although I was bound for U. S. territory, there being no customs officer at my destination to sign release. I purchased an eighteen and one half foot, two ton capacity Peterborough canoe at Lake Bennett, and took it to Caribou Crossing at the foot of the Lake, where I obtained permission to load it on the top of a baggage car and ship to Whitehorse.

Having succeeded in getting everything to that point, I shipped the outfit to Fort Selkirk on the Steamer "Nora," and passed the Steamer "Eldorado" on a sand bar a short distance above Fort Selkirk. At Fort Selkirk I unloaded everything, leaving Capt. McLean, whom I had brought from Seattle with the outfit, while I went on to Dawson City to secure two boatmen. I was very fortunate to obtain two French Canadian boatmen, who had just returned from a trip up the Stewart River. With these men I returned to Selkirk on the Steamer "Lightning," pitched tent and straightened out our cooking outfit, etc. The outfit was loaded into the canoe, and with Capt. McLean and the boatmen, paddled down the Yukon to the mouth of White River. Upon our arrival there we found the water very low in many of the channels emptying into the Yukon, and also very swift; so much so that it was necessary for us to cache a part of our outfit, to lighten the canoe so that it could be floated or dragged over shoal places. We arrived there 8:00 p. m. July 24th, 1900, altitude 1, 310 feet. July 26th at 8:00 a. m we started for the headwaters of the White River. It is not necessary for me in this report, to detail the hardships we endured from day to day during our journey; wading waist deep in icy water, struggling to build a fire in heavy rains, etc.

Some of the accompanying photographs will give you an idea of what the route is like. I had all the latest Government maps of the country, and one I had drawn from description by a party who had visited that locality. The Government maps of this new country are of necessity sketchy and incomplete. We passed the mouth of Ladue Creek July 29th. On August 3rd. we arrived at the mouth of Klotassin River, altitude 1500 feet. Up to this time it had rained every day since we had left the Yukon, and at times rained so hard that we were compelled to pitch camp. On August 6th we passed the mouth of Snag Creek. This is the tributary of White River that the Government Geological Survey party followed and crossed over to Mirror Creek, a tributary of the Tanana River, last season, with their canoes; the navigable waters of each creek being only four miles apart and running in opposite directions. Their maps of White River showed showed above the mouth of Snag Creek, and I knew by the general topography of the country and the latitude we were in, that if I followed their route, I would be a long way north of the Scolai Pass when I reached the divide; so I continued the journey up the White, using the map I had drawn from description for a guide. The distance from the Yukon to the mouth of Snag Creek we estimated at 105 miles.

Camped for dinner on a sandbar.

Grave washed away by new channel.

Due to heavy rains the water became very high, and owing to the waters being thick with sediment and volcanic ash, the channels through the valley are constantly filling up and shifting. At a point about 125 miles from the Yukon, we had gained an al-

PART (1) (April) **The Stikine Trail to Telegraph Creek and Dawson City [1897]**

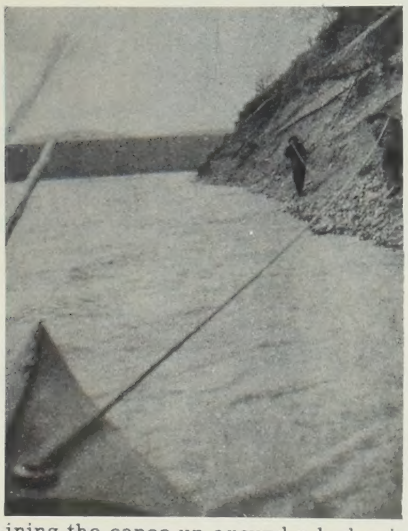
PART (2) (May) **The Winter of 1898-1899 around Dawson City**

PART (3) **An Expedition to the head of the White River [1900] and the discovery of pieces native copper weighing up to a ton.**

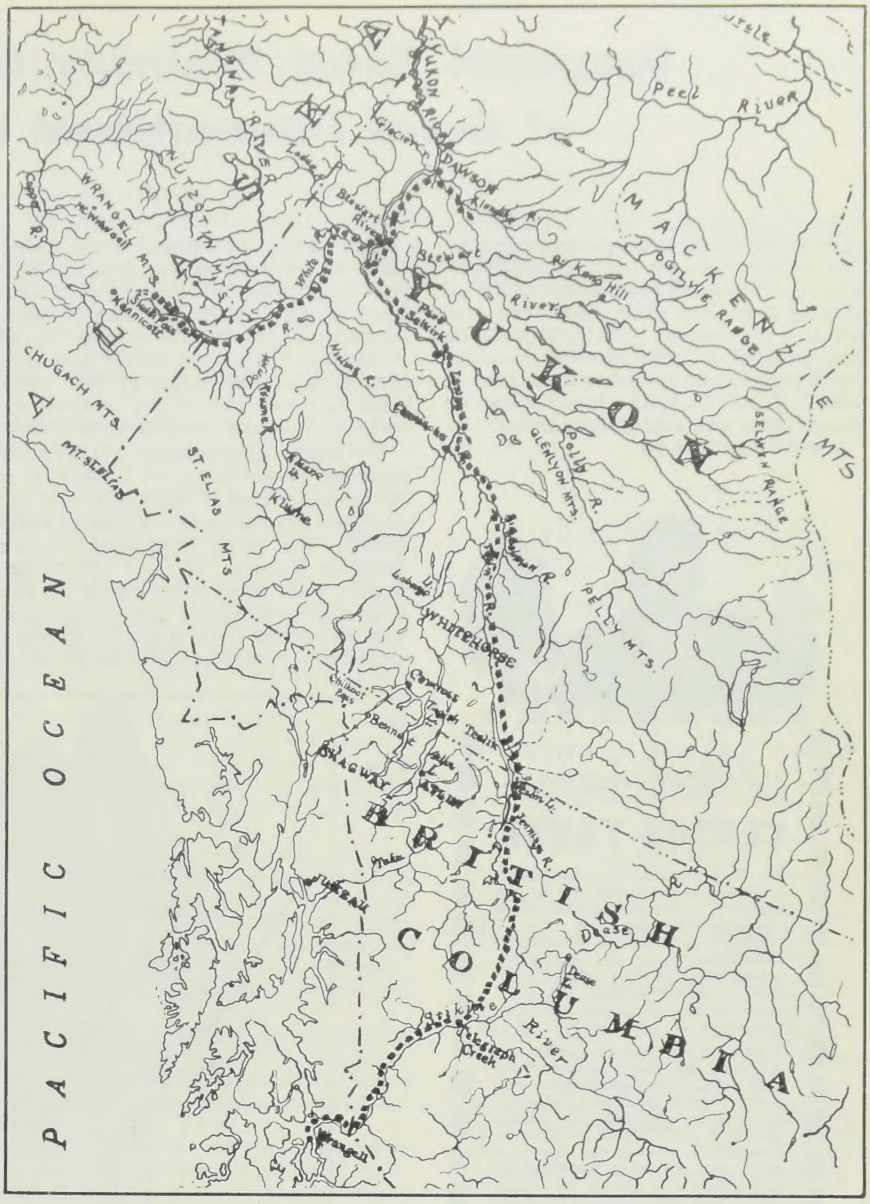
titude of 790 feet in that distance, an overage of over six feet to the mile. We were in latitude 62-13, north longitude 141-15 west. It was here we found the river cutting an entirely new channel through a thick growth of timber, close to the base of the mountains - whole trees and drift wood were continually passing, and along the shores and on the bars, drift piles had accumulated, through which the waters roared and foamed. Great land slides occured at frequent intervals, and trees were continually being washed out and tumbled into the River.

It was in this new piece of river that we nearly swamped our canoe and lost our outfit and our lives. We were trying to line around a point where the strong current got the best of us, and we had to let go the line and take chances in making a landing through the drift piles below. It was then that our experience in boating served us well, and the two Frenchmen and myself, who were in the canoe, made a safe landing about a quarter of a mile below. The Captain, who had the tow line, which he had to let go, was very glad to see us once more safe on land. For two days we battled with these rough waters in this new channel. The photos show what sort of place it was.

continued on page 20



Lining the canoe up around a bad point



Heavy dotted line shows route travelled by Frank R. Miles.

The author, crossing Fish Lake, Y.T.

Proposed Coast Highway to Alaska of Great International Importance

-From "Construction World"

COMMENT by B. C. government officials on the proposed Coast Highway to Alaska has been practically nil during the past year. But men who realize it requires great initiative on the part of people to bring plans for such projects to fulfilment continue in their efforts to keep alive its importance to the continuing development of Canada's Northwest.

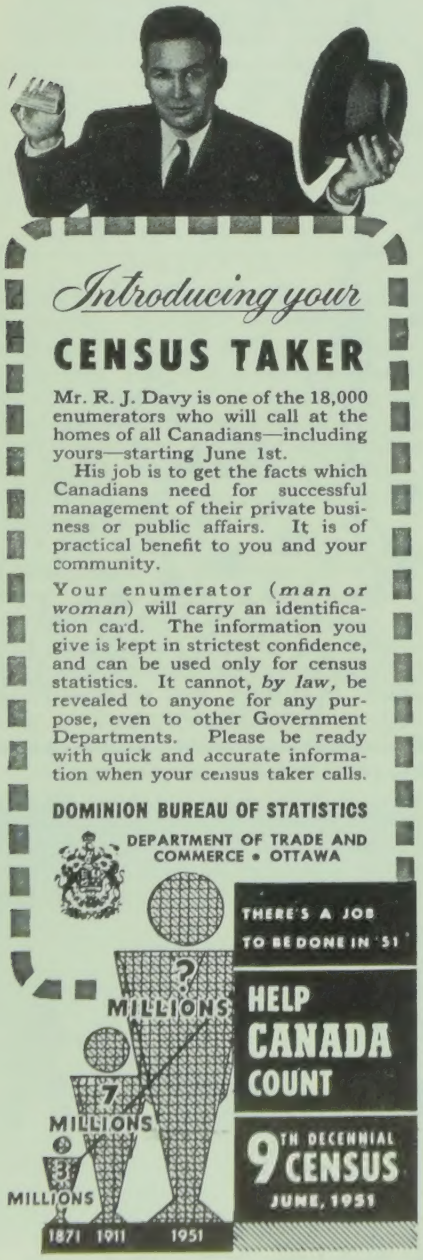
One group so minded is the Associated Boards of Trade of Central British Columbia and affiliated Chambers of Commerce of South-Eastern Alaska, representing some 40,000 persons. They have advocated construction of this highway for some time and are continuing in their efforts to have the project undertaken.

Because there are both railway and highway connections with the rest of the province now at Hazelton, the Associated Boards point out that as Fairbanks, the most populated central point in Alaska, is over 1000 miles west of Vancouver and Seattle, it follows that the primary connecting highway should be built from the farthest west and farthest north point to which there is present rialway and highway communication. They stress the fact that Stewart, Hyder, Petersburg and Juneau could tie into the Coast Route and to this route only. Also this highway would give access to the great Groundhog anthracite coal fields, besides proven fields where there is gold silver, lead, copper and other minerals in abundance; to at least a half million acres of first class agricultural land with a mild coast climate plus billions of feet of merchantable timber.

TOURIST ATTRACTIONS.

The Associated Boards point to the tourist attractions of this route, lying as it does in a valley between the

continued on page 19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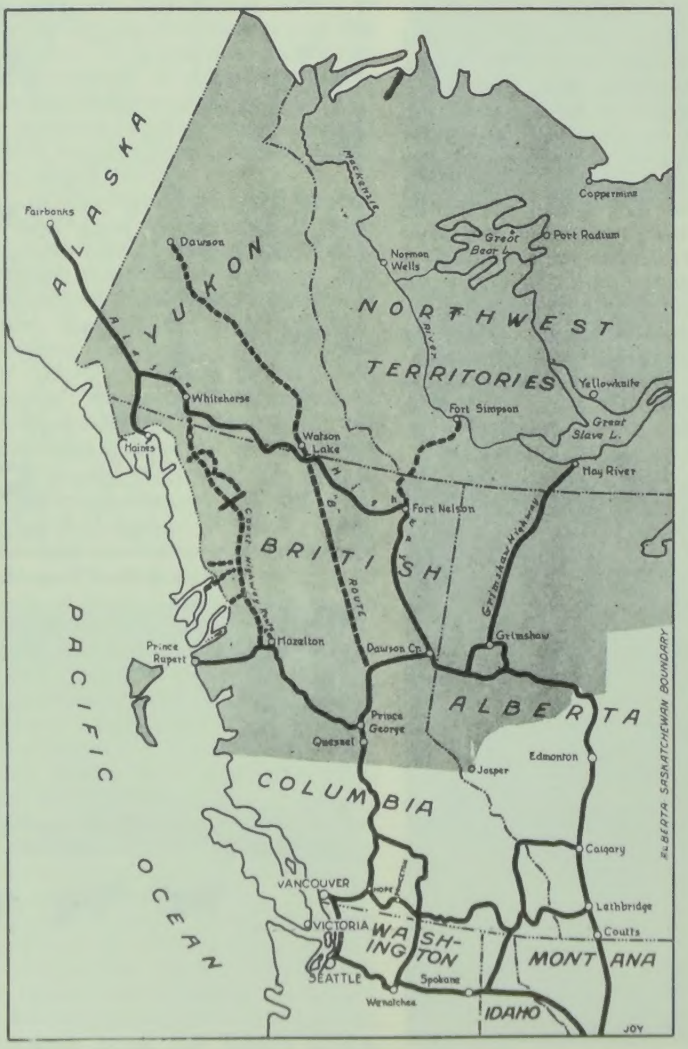
?
MILLIONS
7
MILLIONS
3
MILLIONS
1871 1911 1951



Dotted line north of Hazelton marks proposed new highway .

Should We Make It All One Country -- This America?

By A.M. BEZANSON

WHAT WOULD Canada lose? First of all her independence. A small country absorbed by a big one if like an adopted son or stepson in a large family, he never quite belongs.

We would lose a flexible, sensible, parliamentary system and gain limited representation in a tight, hidebound, unwieldy, inflexible form of government founded nearly two centuries ago and never brought into harmony with changing conditions. Every two years both government and people are at lose ends for a time while congressional elections are in progress. Every four years politics and people are in turmoil over the presidential election and little legislation can be put through.

We would exchange a sane and sensible system of land titles for an insane, cumbersome and expensive system of abstracts and title insurance, both of which are totally needless under a sane tilte system.

We would hardly be able to escape the blare of juke boxes even in frontier outposts, and the jitterbugging and canned beer that usually goes with them.

We should have to accept many undemocratic practises, such as Jim Crow laws, or be considered disloyal.

We should see our natural resources timber, land, and minerals exploited and depleted at hurricane speed.

We should have to live under an incompetent nincompoop as chief executive, should one be elected as has occured several times in the past, for the four years of his legal term, since under their cumbersome and hidebound system there is no way to get rid of such a one except by impeachment and that is almost impossible to impose.

We should immediately be flooded with racketeers who would take over management of sports, gambling, furnishing bail for criminals, and running political machines.

We should have to learn to subscribe to the infamous doctrine that England's tyranny drove the colonists to revolt, whereas all students of history have learned that England was almost ready to institute the reforms claimed for the American revolution. If George 111 was a reactionary, there's nothing new about that. Rulers, under all systems of governments, are sometimes behind the people in social awareness.

We should have to submit to having our children taught in school that the Founding Fathers were noble, wise and good, because they were Americans, whereas the truth is that they were all Englishmen. America, as we know it, came into existence only after those typically progressive Englishmen, Washington, Adams, Jefferson, Hamilton, Madison, Franklin, and a host of others revolted from the unjust laws imposed by an ignorant king.

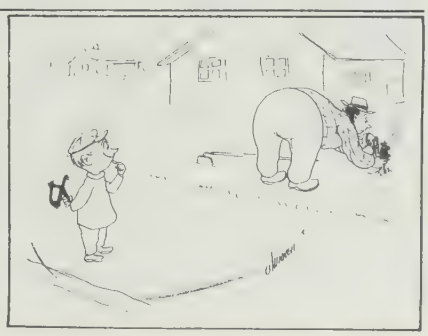
We should see a mockery made of nominations for high office in what are called conventions, but which are in reality the hammiest kind of vaudeville.

We should often feel our faces burning with sahme at the absurd boastings of our fellow Americans. We should be expected to agree that our girls have the nicest legs, our soldiers are the best fighters, our everything superior to what anyone else in the world has.

We shouldhave to feel ashamed that great scientists, educators, singers, and artists, were often denied hotel accommodations because they had dark skins.

But meanwhile we should become members of a powerful group of volatile, highly articulate people whose friendliness, generosity, and zip astonish the world. A people with the faults and virtues common to humans but whose super optimism and enthusiasm born of their inheritance of one of the richest chunks of the earth's surface which they have wasted shamefully, gets somewhat tiresome, to put it mildly.

We could learn a lot from them. and so could they learn a lot from us. But, unfortunately for them and for the world, top dogs rarely condescend to learn from lesser beings. That is their tragedy. Personally, I doubt if the gains from the union would be worth the price.



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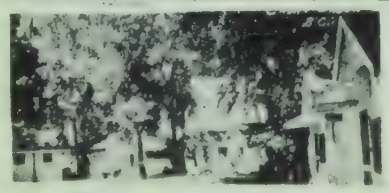

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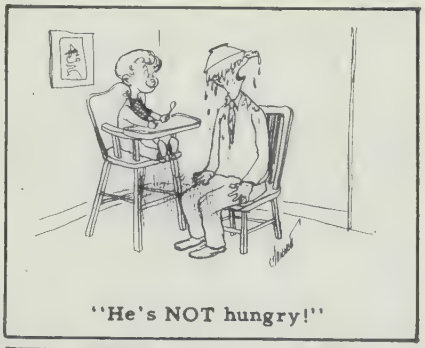
Modern Tugs Ply Upper Fraser

Photos above and below show the arrival and launching at Quesnel, B.C. of the largest vessel to ply the upper Fraser since the last of the sternwheelers was beached back in 1924. Built in New Westminster for Western Plywood (Cariboo) Ltd., "Westply III" will deliver logs to the Plywood Co.'s plant from its forest management license area 40 miles north of Quesnel.

Above: "Westply 111 & 1V" safely in the water and ready for action. Boats were built and powered to the specifications of River Towing Co. who operate a fleet of tugs on the lower Fraser, and who have the contract for delivery of logs to the plant situated two miles below Quesnel. No. 111 is powered with a 160 H. P. Gray diesel, while camp tender No. 1V is equipped with a 142 H. P. Chrysler Marine. Movement of the logs downriver will represent the first large scale logging operation utilizing the river in this manner. To keep plant running both shifts will require 2 million f. b. m. per month.
Right: "Westply 1V" takes to the water.



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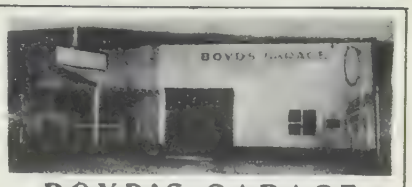

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Central B.C. Airways Inaugurates Daily East

Vanderhoof, B.C. (above), is first westbound stop on Central B.C. Airway's newly established east-west service, connecting Terrace, Smithers, Vanderhoof and Prince George. A 60 mile highway is currently under construction from this centre to Alcan's Nechako dam-site. Construction of the dam will take 5 years. River in foreground (above) is the Nechako with Nulki Lake in the distance. Plane service will be daily except Sundays.

Welcoming group which turned out to greet C.B.C.A's 8-place Anson included most of the school children as well as the mayor and town officials. Service marks a new era for central B.C. as rapid development of resources continues at unprecedented levels.

THE LAND OF SKY BLUE WATER
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West Service

Photos by WALLY WEST STUDIOS

Inaugural flight group - left to right: Cecil Steele, M.L.A. Omineca, C.B.C. Airways president Russ Baker, Mrs. Baker, Mrs Norman Kerr, Mayor Garvin Dezell of Prince George, Mrs. Cecil Steele (C.B.C.A. pilot) and Norman Kerr. Prince Rupert, Hazelton and Burns Lake are not included in the direct service due to the lack of air strips at these points. A C.B.C.A. plane and pilot are stationed at the marine airbase at Burns Lake, jumping off place for the Aluminum Co. of Canada's mammoth tunnelling project at Tahtsa Lake.

The towering peaks of the Cascades on the western end of the flight will provide camera fans with plenty of 'nature in the raw'. It is through similar mountains that Alcan will drive a 10 mile tunnel in order to divert Tweedsmuir Park waters to a 1,600,000 h.p. hydro plant on the Kemano River.

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What Can We Do About It?

By O.R. BAXTER

MAYBE YOU won't find the answer here, but it is not out of bounds to suggest that there can be an answer because at least ONE freedom we still have, is the freedom to think.

It is too bad that freedom does not guarantee the ability.

Those who deliberately belong to political parties, unions and various isms, have a tendency to let their leaders or officials do their thinking for them. It renders them liable to mob hysteria at times when real independent should be in order.

Is it possible to get direct representation from a member of any party?

The answer is a definite NO, we cannot get such representation from any member of any party. WHY? Because loyalties are not split up that way. The first loyalty is to the party and the loyalty of the party is to getting power or retaining it. The caucus governs the member and because of that, the caucus of the party in power, governs the people. Legislation by the Government is NOT decided in the House of Parliament, but in those party meetings.

The HOUSE merely confirms what has been decided behind closed doors, under pressure from the strongest outfit of lobbyists who may represent business monopolies, Unions, Hospital Associations, Insurance Firms or some Government Department. This legislation is decided, upon the policy of, "CAN WE GET AWAY WITH IT? it is a couple of years until the next election and by that time it will be forgotten."

Lobbyists are responsible for most of the legislation we have to take, regardless. Added to that, we also have to pay for the entertainment of most of them. Yes, the allegiance of the member belongs to the party. If it is not forthcoming they get thrown out, or CROSS THE FLOOR. There is no argument here. Even A.G. Wismer cannot slide from under that one.

If they cross the floor, it puts a person into any of several categories.

They can be rats deserting a sinking ship.

They may see a chance for gain in personal prestige.

OR, they could be fed up with the party platform idea and have a real

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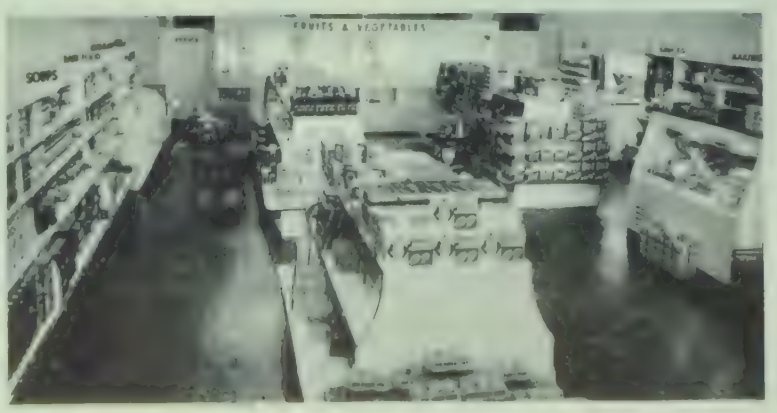

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desire to represent the people. Thinkers, instead of possible stinkers. Statesmen rather than politicians.

We repeat here that it is absolutely impossible to get direct representation from a member of any party and there is no improvement of cast-offs try to change a name or form another party. That would be the same old squirrel cage. Cooking with coal instead of gas.

The only answer is to be strictly INDEPENDENT.

How, in this world can we possibly get a houseful of independents? Aye, "there's the rub." How often have YOU had a chance to vote for an independent? We have not had such an opportunity and have had to vote for the one we considered the best man, regardless of party.

Political parties gather "slush funds" for election purposes, in small amounts from frenzied adherents or in larger sums from other sources if there is a promise of some pet legislation. We are always partially sold out before we can vote. The party in power can also do some "educating" at public expense by a barrage of advertising to newspapers, more especially the outlying country weeklies. It is purely departmental stuff, some very good and some quite wasteful. This stuff is bread and butter to all those papers and it can be imagined what it may do to their independent thinking.

If there is anything foxy in this business, maybe you can figure it out? At any rate the Province is well covered.

It is an expensive job getting elected and not many independents can go in for it. Yes, we know where you can get truer representation and quite possibly, better Government, but at the present moment we cannot tell you just how it is done.

What do you think? Or do you?

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B.C. TRUCKERS ARE LOSING $1,000,000 PER YEAR

continued from page 5

a 500 mile run due EAST, it is easy to understand hwy this run was abandoned. However when B. C. 's Hart Highway is completed, as it is slated to be by September of this year, it will cut 810 miles from the Seattle to Fairbanks run which will mean the resumption of motor freight transport from Seattle to Alaska on a scale equal to that now passing through Alberta.'

Thus it is easy to see where the volume of business may be more than trebled and the loss to B. C. truck operators run into several millions.

It is high time that the Canadian Customs Dept. ceased to protect the railways and woke up to the fact that modern motor transport systems can and are moving tremendous volumes of freight and that they are here to stay. The "In Bond" regulations governing trucks should be changed to coincide with those governing railways. To do so would be good business. Not only would Canada increase her revenue by several million much needed U. S. dollars, but a smoothly working Canadian-American truck transport system would be built up which would aid tremendously in the delivery of vital supplies to the northwest in the event of national emergency. Should the sea lane to Alaska ever be cut by an enemy, military authorities will see that such a system is in operation. Why wait till disaster strikes before scrapping an antiquated regulation which gains us nothing and cost us over a million dollars a year.

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B.C's. CONTRIBUTION.....

continued from page 2

disposal did not include a rock crusher and that to gravel it with ordinary (round) gravel would be a waste of mpney as it "wouldn't stand up." With literally thousands upon thousands of miles of "round" gravel roads throughout B. C. which have been 'standing up' for years, the excuse is utterly ridiculous, and clearly indicates that official Victoria classes the populace of the Peace River Block as morons, else they would not expect to get away with it.

The truth of the whole matter is that pettifogging officials in Victoria have been playing 'dog-in-the-manger.' What they can't have, they don't want anyone else to have. Alberta, through rail and road connections with Dawson Creek, has been reaping 100% of the trade to be had from the Peace River country and the Alaska Highway, while B. C. blindly and stupidly dawdled along with its (Hart Highway) road connection - dragging it on from a two-year to a six-year program. Now, suddenly awake to the huge volume of business flowing southeast OVER THIS SAME 21 MILES OF ROAD they have decided to complete the Hart Highway this year, and are stubbornly refusing to improve the 21 miles to the border because it would tend to keep the traffic flowing through to Alberta rather than over their new highway down into B. C. - if and when it is completed. The attitude taken by Victoria is, "We can't get the business yet, and we'll be damned if we're going to do anything which will make it easier for Alberta to get."

If the road concerned were not such a vital link in the ONLY defence artery to the northwest, such petty narrow-mindedness might be shrugged off - but remembered at election time. It is obvious, however, to any thinking person, that the successful defence of this continent may one day depend on this one and only highway route from the northwest down into the heart of Canada and the U. S. Should the sea lanes to Alaskan defence bases be cut by submarine or other attack, it would become the most important highway on the continent. If this happens, B. C. will be guilty of having DELIBERATELY maintained a transportation bottleneck on a military highway vital to the defence of this continent. It is time Victoria quit playing petty inter-provincial politics and shouldered her responsibilities.

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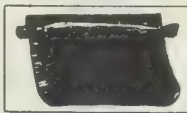

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By G.G. GROOME

Beans For Busbies

A SHORT WHILE ago, George Murray, M. P. made an appeal through the Press to all prospectors in the Cariboo to concentrate this year in the search for strategic metals that are in short supply. Among these are listed zinc, cobalt, MANGANESE, etc.

Russia possesses the largest deposit of manganese in the world, a whole mountain of it. Information is that this supply has been cut off from Canada and the U. S. A. In consequence this important ore is in very short supply, it is very necessary to the steel industry. Doubtless many prospectors wish to co-operate with George Murray M. P. in the search for such strategic minerals. But there arises a strange anomaly of facts. An order in Council has been promulgated which definitely states "no person or corporation may enter, search for, stake or mine iron ore and MANGANESE within the Province of British Columbia." How now, George Murray? No reason given as far as can be ascertained why such an Order in Council was proclaimed.

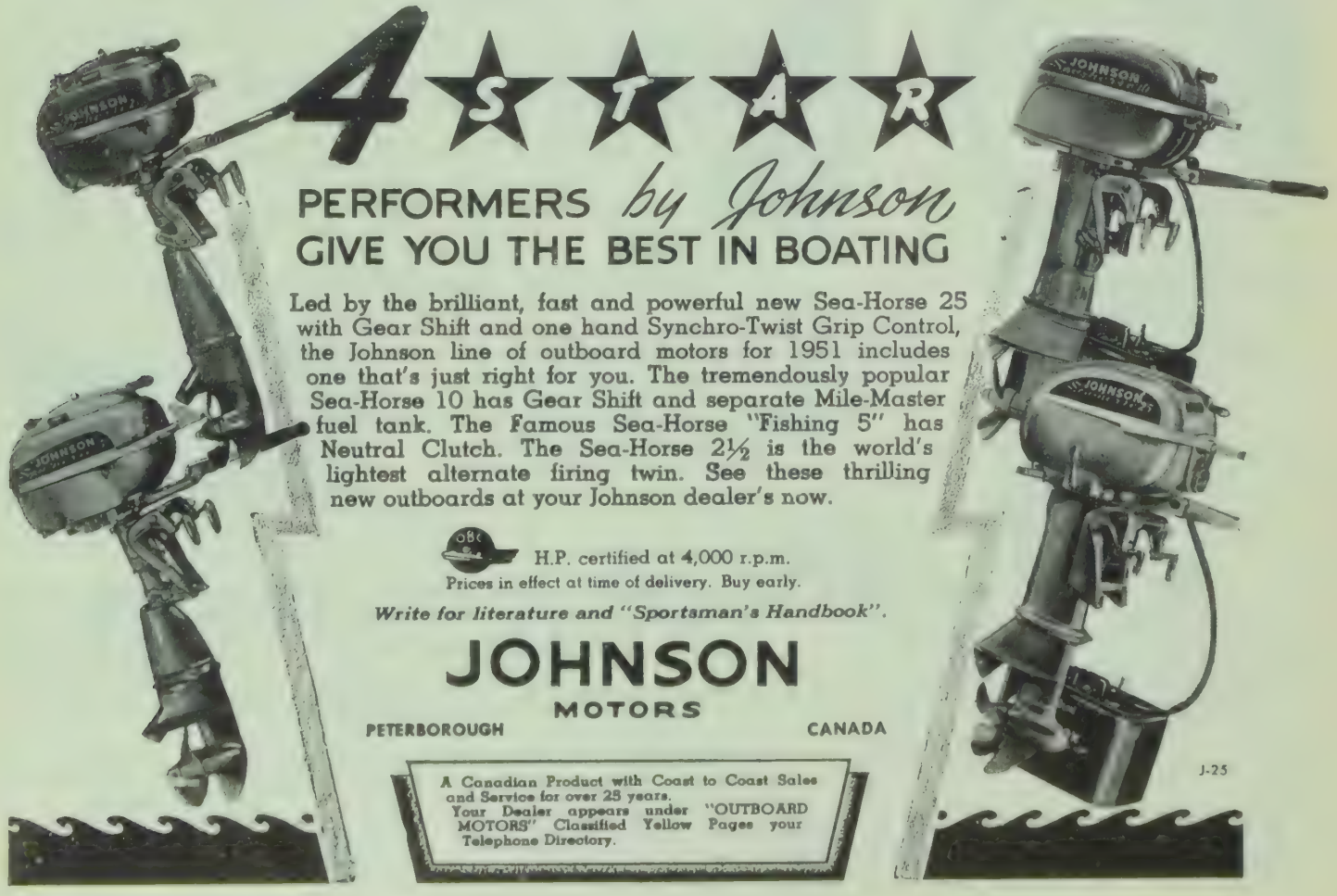
In recent years our natural resources within this Province have been alienated to private interests very extensively. This includes huge tracts of timber and power resources. Whether the exchange of these natural resources for certain considerations is really equitable in the long run to the people of this Province is open to question. Recognition should be given to the continued inflation of values, to which there is no end in sight, that within another ten years from now their value will be greatly increased the new owners of such extensive resources destined to reap enormous profits.

In the absence of a cogent reason for such a surprising Order In Council one can only make a wild guess. There must be a serious and important reason and the people have a right to know. The natural resources of British Columbia really belong to the people - it is their back yard, full of treasure. The hardy prospector has for generations possessed an inherent right to search for, locate and stake mineral claims in this Province and as a result of their efforts, many millions in wealth has been procured, benefiting all people, rich and poor alike. The prospectors themselves gaining very small share in proportion to the great wealth discovered. Hardly a week goes by but that our human rights and freedom are encroached upon.

Private interests will be the lords of all that is worth having and we shall have a few squirrels left.

The fact that certain steel interests made a recent trip to this Province co-incides with the recent Order in Council pertaining to iron and manganese ores, causes suspicion. With such a reserve placed upon all iron and manganese it is possible to give a concession on such ores where ever they may be found to private interests in wxchange for a steel works---a follow-up of a policy formulated as regards power and timber resources.

Why not put a reserve on cobalt, trout, zinc, bear for the busbies, and squirrels for that matter? Could mention a few other things too, but it is not wise to put tempting ideas into the heads of our officials.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PROPOSED COAST HIGHWAY

continued from page 8

majestic Coast Range to the west and the Stikine Ranges, 100 miles deep to the east, with abounding game in the woods and fish in the streams. They draw attention to the mild coast temperatures which prevail in winter from Hazelton well towards Atlin and the comparatively light snowfall throughout its length, all of which they claim could easily be handled with present-day equipment. Western continental trade and industry, they say, calls for the construction of this highway, the delay in completing which leaves open a serious deficiency in defense measures.

Perhaps the most important fact about this oute stressed by the Associated Boards is that not only is it ideal for highway construction but it possesses a grade suitable for railway construction all the way through to the Alaska Highway at Jake's Corner and Whitehorse, with little rock work, few bridges, no swamps and only one major undertaking, that of crossing the 500-foot-wide canyon of the Stikine River.

Of extreme importance too is the fact that elevations of passes on the Coast Route are much lower than in the Rocky Mountain Trench.

Complete photographic information of the entire Coast Route, referred to in B. C. government studies as the Western Route, were available a year ago. Mapping is in progress and it is the intention of the government to continue the one-mile standard topographic mapping of the entire Western Rpute. A start was made in 1949 from Hazelton up the Kispiox Valley in Brown Bear Lake and last year it was to include the Nass River to Meziadin, Bowser Lake and Bell-Irving River.

To attain consummation of a major project such as the Coast Route, the unification of all possible support is imperative. Because this highway would be of tremendous value to both Canada and the United States it provides great opportunity for international co-operative effort of the kind already developed by the interested groups of Alaska and Central British Columbia.

In the United States, particularly

concluded on page 36

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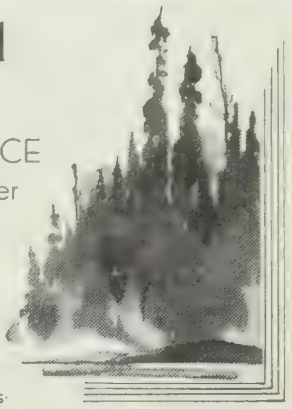

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MONTANA To The KLONDYKE

continued from page 7

Under date of August 11th, I find the following in my note book: 'Water still rising - morning clear and bright but cool. Have had the hardest day of our trip so far.'... August 12th, 'Water falling this a. m. getting close to timber line, not so much drift on the bars - altitude 2, 350 feet. Very hard getting canoe along on account of shallow water in channels. Did not make landing where there was any wood to cook dinner until after 3:00 p. m.' On the 13th it rained hard all day, and in the morning the mountains were covered with new snow very low down. We were approaching the first or lower canyon, and far in the distance towards the southeast we could see the snow and ice-clad Wettersett Mountains. On the 15th we camped in the lower canyon. We found it necessary to again lighten our canoe on account of swift water, so we cached in a tree with a rope everything we thought we could do without. On the 16th we passed through the canyon into the broad valley above, and on the 17th at noon reached the south branch of the White River. We proceeded up the Canyon, and though we found very rough places we finally entered a very nice valley, from which we could see the whole Wettersett Mountains from Scolai Pass near the headwaters of the Tananana to where the south fork cuts through the range. This range is in the form of a crescent and is covered with perpetual snow. We thought we were in the Upper Basin of the White River, and would soon reach the base of the mountains, but to our surprise we found two more rough canyons through which we passed without accident. We then reached the Upper Valley and camped for dinner at the mouth of a creek, which afterwards proved to be Copper Creek, but we did not know it then.

On August 19th, I made the following note: 'Cloudy and raining a little this a. m. Making good time through valley - water very swift - we camped for dinner at the mouth of a creek coming in from the south, running past what we designated as 'Twin Buttes,' conspiciously located on the top of quite a high altitude at the mouth of this creek just 3,000 feet. We have found no placer copper up to this time.' The creeks coming in from the Wettersett range run a long distance across low flat lands before reaching the river. The mountains here are very much broken, while the glaciers are very low down in places. We are about 90 miles from Mt. Elias in a straight line due south, and 60 miles from Mt. Wrangell, an active volcano. On August 20th, I made the following note: 'We camped for the night opposite a

River cutting a new channel through the timber.

Looking for a route through the timber.

Hunting up a channel through shoal water and quicksand.

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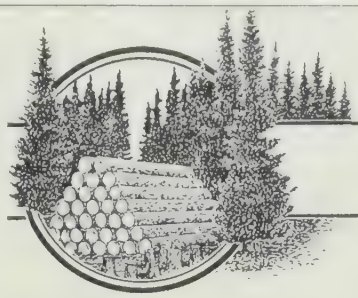
point where the river makes a sharp bend to the west. We are nearing the end of our journey. The river is getting smaller and in places the water is very shallow over the gravel bottom. About three miles below we passed the old camp of a party which crossed the Valdez glacier on Copper River, coming through the Copper River pass to White River in 1898. Here they abandoned their sleds, and whip-sawed lumber and built boats with which to continue their journey. On August 21st we came into what I would call the Upper Basin. The river was divided into innumerable channels. We tried to find water enough in some of them to proceed farther in our canoe, but were unsuccessful, so we packed everything across numerous sand bars to a point of timber where we established permanent camp. The Scolai Pass through the Tanana and the Copper River Pass were both in easy distance. The wind was blowing down the valley a frightful gale and the dust from the sand bars was blinding.

Much to our surprise three Indians came to our camp that evening. They were hungry as all Indians are. Their outfit consisted of about three pounds of moose meat, a small tin kettle and one single blanket. They had two old fashioned 44 calibre Winchesters, besides bows and arrows. Their arrows were all tipped with Native Copper, some in the form of a spear for shooting fish, while others were blunt, used for shooting ptarmigan. They were most degraded specimens of humanity and only one of them could speak any English at all. They were the first human beings we had seen since leaving the Yukon River.

After they had gorged themselves with white man's muckamuck as they called it, I asked them where they got the copper with which their arrows were tipped. It took me some time to make them understand, but after awhile, one of them pointed in an easterly direction. They had no idea of distance except to reckon by sleeps. One sleep was one day's travel, two sleeps - two day's travel and so on. He gave me to understand it was about two sleeps distant. He beckoned me to follow him out into an open place where we could see over the timber. I took a pair of binoculars and followed him. By signs he described the topography



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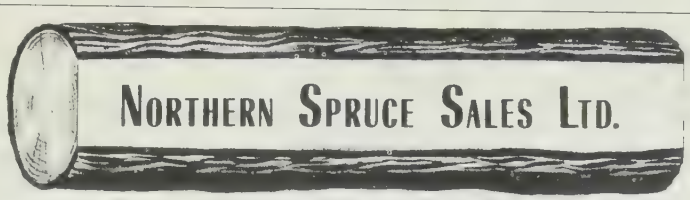

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of the country in distant mountains which I could see and gave me the understanding of the locality where he said there was "Hiyu" copper. I decided to go there and see what there was. The Indians threw some brush together in an ingenious way close by our tent and made themselves at home. The next morning there was five inches of snow all over the valley. The bushes being covered with too much snow for travelling, we enjoyed a much needed rest; got better acquainted with our Indians, fed them three times that day and induced them to go with us to show us where the copper was. On August 23rd the sun came out long enough for Capt. McLean to take two sextant observations, the result of which located us 61-42 North Latitude, 142-17 and 142-20 West longitude, altitude 3,100 feet, in Alaska. We were 35 miles west of the International Boundary between Alaska and the Yukon Territory of Canada.

On the morning of August 24th, we packed up and started, taking our Indians along to guide us. That night I made the following note: 'We camped for the night on a small creek, west of what the Indians call "Copper Creek." We have had a hard day, fording creeks through ice-cold water and wading through wet moss and underbrush the balance of the time.' The next day we arrived at the Creek where the placer copper is found and camped near its confluence with what is known as "Copper Creek." After breakfast on the morning of August 26th, with my feet blistered and sore, I directed the Indians to show me where the copper was located. They started off willingly and after a walk of about one and one half miles, they began to pick up copper nuggets out of a perpendicular bank of gravel twenty-five feet high, bordering on the east bank of the creek. A little arther up where the bed-rock was exposed in the bend of the creek, we gathered copper nuggets from the crevices in the rock, up to a point where an immense ledge crosses. Above this point the Indians told us there was no more copper and we found it so. I ascended the creek to an altitude of 5,350 feet.

What a field this is for the prospector, properly outfitted and at the proper season of the year. The mountains on either side of this creek tower to the clouds. They have been rent and torn in past ages by glacial action. The white sand ground from the ledges with which the native copper is associated, is piled mountain high in the valley skirting the base of this immense range. Upon these great piles of detritus, blueberry bushes have gained a foothold, together with grasses and flowers of a small nature. In places we found wild raspberries of good size and fine taste -(after a diet of beans, bannock and bacon.) Wild

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Sleds left behind by stampeders who crossed Valdez glacier.

Our first visitors - three Indians carrying three pounds of moose meat and a tin kettle.....

game is plentiful, moose, caribou, white sheep, bear and varieties of grouse, ptarmigan and water fowl. The White River is too muddy for fishing, but grayling are plentiful in any clear streams flowing into the White, and easily caught with a fly or a piece of red cloth on a hook. It was absolutely impossible for us to do any prospecting in a practical way. We did not have provisions enough to exist upon for any length of time. Our canoe was twenty miles distant; our provisions cached in a tree. If anything should happen to our remaining supplies, it would be a hard matter for us to reach civilization again, so I concluded that the best thing to do was to locate what was in sight and return next season in a way practical to determine the extent and value of these copper deposits; accordingly I made seven locations of of placer (native) copper of twenty acres each, and four locations of quartz upon the ledge from which the placer copper came.

Having done all that was possible I sent the French Canadians back for our canoe and our provisions by the same route which we had followed, while I, with Capt. McLean and the Indians, packed our camp outfit and samples down Copper Creek to the White River, a distance of ten miles. The Frenchmen made their trip successfully and found everything as we had left it. We all connected again at the mouth of Copper Creek, and after

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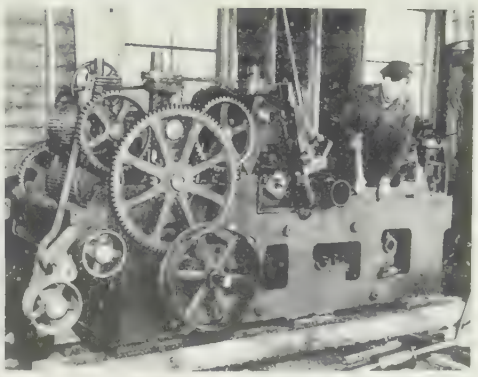

having a good meal, gave our Indians what provisions we could spare, bade them farewell, and started on our homeward journey.

We found our canoe in the lower canyon as we had left it. On the morning of August 28th we got an early start and that night camped a few miles above the mouth of the Klotassin River. On the 29th we ran to a point ten miles below Ladue Creek, and the next day at noon we arrived at our cache at the mouth of the White River, covering the entire distance of nearly two hundred miles in three days. That night we camped at a spot below the mouth of Stewart River on the Yukon, and at 3:00 p. m. August 31st, we arrived at Dawson City.

Washing my face and hands in new snow on the morning of August 23rd, 1900.

From what I have seen of the country together with what information I have gained from others who have been in the interior of Yukon and Alaska, and from the samples of native copper and copper ores, gold bearing quartz and placer gold, I do not hesitate to say that the country surrounding the headwaters of White River, Copper River and the Tanana, will eventually prove to be the greatest mineral country yet discovered. The trend of the quartz veins is East and West. The great ledges of copper ore now being developed near Whitehorse are directly east from us. There must be a continuous belt of copper extending through that country from the Copper River along the Wettersett Mountains to the Whitehorse Rapids, a distance of over 500 miles.

The White Pass & Yukon Railway now completed from Skagway to Whitehorse, over which ores are being shipped to tide water, will eventually

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parallel this great mineral belt. cross the Wettersett Range through the Copper River pass, and terminate at Valdez, a good winter port at the mouth of the Copper River.

The great ledges and rock walls of the canyons through which we passed are heavily stained with copper. Between the third and upper canyons great boulders that are heavily bronzed may be seen; the bars and beds of the numerous channels are covered with a great variety of colored pebbles; some quite large and beautiful chalcedonies are occasionally picked up from these gravel deposits, as well as nuggets of stream tin.

Looking back into the mountains from the trail down Copper Creek.

To prospect this locality as it should be, provisions should be sent up the White River in February or March by dog teams, and three or four men should establish permanent camp at a point on Copper Creek where there is timber quite close to the base of the mountain. The valley of the White River at that season contains countless numbers of moose and caribou, so there would be little trouble in procuring meat for both men and dogs. With one dog team left at camp, provisions could be distributed along the

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base of the range of mountains where the different streams from the glaciers have cut through the ledges and distributed placer copper in the creek beds. One of these men should be an assayer, with the necessary outfit for testing the various mineral bearing ledges to be found there, as it is impossible to bring out samples from them all. I have brought what I could conventiently pack upon my back."

(Author's note: On my desk in Whitehorse today, rests a chunk of native copper, assaying 98% pure, cut off a ledge with an axe by Frank Miles, a sample of copper ore showing pure copper imbedded in white spar quartz and a paper weight, cross section of chalcedony, along with a photo album of prints covering his entire White River trip in 1900.)

The piece of pure native copper lodged behind this tree at the head of the White River weighs an estimated 6,000 pounds.

Again in the words of F. R. Miles:

"This trip was the hardest I have ever experienced in my life. The French Canadians I had with me wade through the ice cold water day after day and drag the canoe over sand bars and through rough and dangerous waters without a murmur. We were very fortunate on the whole journey in not meeting with any accident whatso ever, and we were all very happy to return to civilization."

———o———

Capt. McLean building rock monuments for quartz locations.

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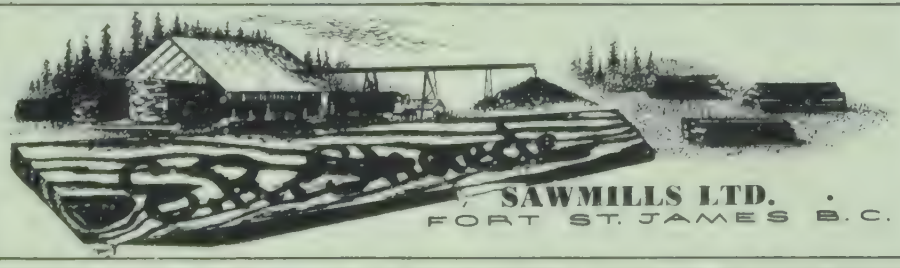

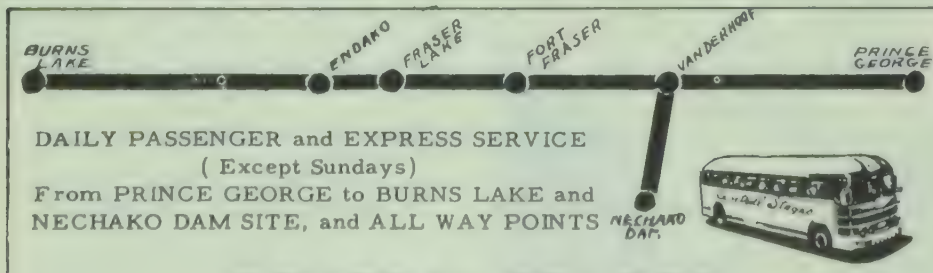

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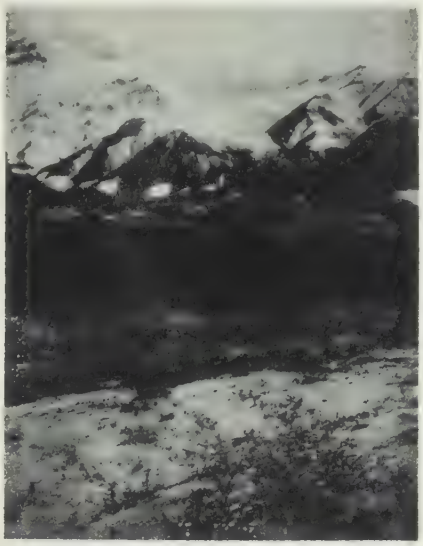
In the spring of 1901, Frank Miles, returned to Whitehorse to supervise another expedition to the head of the White River with Capt. McLean in charge. On their return trip they swamped the canoe and lost one boatman. Recordings of mining locations in Alaska at that time had to be filed at Eagle, Alaska, on the Yukon River below Dawson City as the copper claims were just across the Alaska-Yukon border. The 141st latitude line is the boundary between Alaska and Yukon Territory from the Arctic Ocean to the British Columbia border.



Gravel bank containing native copper - also mountains, glaciers and ledges from which copper came.

Frank R. Miles did not accompany this expedition as his health had been broken by the hardships he had suffered on the Klondike and White River treks. He did not again return to the Yukon, but retired to his Home Ranch near Kalispell, Montana. He went to Valhalla at Kalispell, Montana, in the fall of 1912, having experienced all the glories and hardships of a western and northern pioneer.

First as a log scaler in the woods of New Brunswick, then as a miner in the early days of Butte, Montana, a pioneer of the Flathead Valley of Montana, a timber cruiser for the Great Northern Railroad, when they built the road through the Rockies, packer and outfitter to the mines, rancher, U. S. Marshal, and then to pioneer the Yukon.

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Mines, Geological Survey, Memoir 50, no 1385, Upper White River District, Yukon, 1915, there is a front page photo showing an old prospector alongside a 6,000 lb. chunk of copper resting against a tree on the Upper White River. On Page 56 there is mention made of "Miles Creek," which is a tributary of Kletsan Creek, and on which Frank Miles' locations were made.

The native copper is still there, but now with the construction of the Alaska Highway, it will be more easily accessible, and some day may be commercialized.

Fifty Years Later.....

Editors note: The following letters reflect again, as did Frank R. Miles' and the pioneers of his day, in word and action, the hopes and dreams for this vast land of untouched and untold wealth. The great Alcan Highway, flung through the land in desperate haste to aid in the protection of a continent from the invader, now serves the hardy pioneer folk of today... still dreaming, but also doing all in their power to further their dreams..... to establish museums and monuments - not only to the pioneers of -98, but to commemorate more recent pioneering.....

—o—

Whitehorse, Y. T.,
Nov. 6, 1950.

Report of Chairman Tourist Committe: Whitehorse Board of Trade, Town.

With regard to the proposition of moving the Steamer Yukoner to a point on the railroad right of way opposite the Regina Hotel, Mr. A. J. H. Litzenberger, Engineer of Dept. of Resources & Development, along with some of the staff of the White Pass & Yukon Route, made a survey of this vessel on Oct. 13th.

In his report Mr. Litzenberger estimated that to move the Yukoner and fix up the freight deck only, would cost $15,000.00. If the upper deck were to be repaired and made waterproof, an additional cost of $10,000.00

I do not anticipate that the Canadian Government will spend this much money on the old Yukoner.

With regard to the effort of Kiwanis Club to make a museum out of the building which they had been using for Skating Rink and for horticultural shows, I have no new information except that it is available, and could be used for this purpose. You will recall that we are endeavouring to combine

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a museum with local information bureau.

In this connection the writer received a letter from the American Automobile Association, Washington D. C. asking for suggested revision of their booklet and maps covering the Alaska Highway. This letter was addressed to me in care of the White Pass & Yukon Route, so I have answered it and referred the copies to Col. J. S. Beeman, Acting Commander, Northwest Highway System.

In connection with revision of the B. Y. N. Highway booklets, the writer wrote Lt. Col. Beeman on Oct. 26th, suggesting a change in the sign on Contact Creek to be changed from November to September which was the actual date; also asking him for his reactions to a resolution from the Board of Trade recommending the location of a suitable Highway Monument to be placed near "Soldier's Summit" Mile Post 1061 on Kluane Lake. I am attaching copy of my letter and the reply, (to be read as part of this report.)

As the writer has been in contact with Dr. Walter N. Sage, Historic Sites & Monuments Board of Canada, University of B. C. Vancouver, I will respectfully move a resolution (copy attached) Mr. Aubrey Simmons, our Yukon member of Parliament, has assured me that he would be in favor of this idea. Mr. Simmons was present at the opening ceremony. I have copy of a letter from Richard Neuberger, Aide-de-camp to General O'Connor, giving a complete description of the ceremony.

Respectfully submitted,
Chairman, Tourist Committee.

Whitehorse, Y. T.,
Nov. 7, 1950.

At the monthly meeting of the Whitehorse Board of Trade held on Nov. 7th, the following Resolution was unanimously passed:

"RESOLVED that the Whitehorse Board of Trade go on record as sponsoring the erection of a suitable monument near Soldier's Summit on the Alaska Highway, in the vicinity of Milepost 1061, to commemorate the opening ceremony which occured on Nov. 20, 1942, and that the furtherance of this matter be left in the hands of W. D. MacBride, Chairman, Tourist Committee, who will make the proper presentation to the Historic Sites & Monuments Board of Canada."

Nov. 10, 1950.

W. D. MacBride,
Chairman, Tourist Committee.

Professor Walter N. Sage,
Historic Sites & Monuments Board
of Canada,

Dear Professor Sage:

At the monthly meeting of the Whitehorse Board of Trade held on Nov. 7th, the following resolution was unanimously passed:

"RESOLVED that .....
.....(see below, left).....
of Canada."

In this connection I am attaching copies of the following letters:

Letter from the office of the Acting Commander Northwest Highway system.

Letter by Richard Neuberger describing the opening ceremonies.

The project is supported by our Yukon Member of Parliament, Mr. J. A. Simmons and also by our member

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Yukon Council, Mr. R. C. Lee, who were present at the meeting.

We have not yet contacted the Commissioner of the Yukon Territory, Mr. A. H. Gibson, but are forwarding to him a copy of this file for any comments he may have.

The original "Soldier's Summit" was on the old "High Road" which has now been by-passed along the Kluane Lake shore, but we believe the monument might be erected in an adjacent spot, providing photographic interest for highway bus and car travellers.

If further resolutions from other organizations would be of assistance am sure we can obtain same.

We would appreciate your comments and recommendations towards the furtherance of this project.

Yours very truly,
Chairman, Tourist Committee.

NORTH WEST SERVICE COMMAND.

Whitehorse, Y. T., Canada,
November 29th, 1942.

Hon. Anthony J. Dimond,
Delegate from Alaska,
Congress of the United States,
Washington, D. C.

Dear Tony:-

The ceremony opening the Alcan International Military Highway has come and gone and now the road is in actual operation. The first trucks have arrived in Fairbanks. Appropriately enough, the first vehicle ever driven overland from the interior of North America to Alaska was piloted by a pair of enlisted soldiers, a corporal from Chicago and a private from Minneapolis. This was at the direct order of General O'Connor, who felt that enlisted man should share in this culminating event of the construction of the road.

As Delegate from Alaska, you will be interested, I am sure, Tony, in some of the background of the opening ceremony. The most interesting features of any public event always occur in that twilight zone between its evi-

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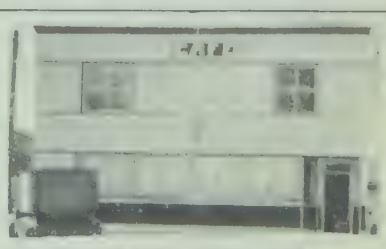

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dent phases and the part which is wholly preparatory.

It was a ceremony international in character. Your friend Bob Bartlett led a representative delegation from Juneau. The Honorable Ian Mackenzie of the Canadian Cabinet, headed an outstanding delegation from Ottawa. Gen. Geo. R Pearkes represented Canada's armed forces. In 1914 Pearkes was a constable in the Royal Mounted at Whitehorse. He told me that some of the territory he drove over en route to the ceremony he once patrolled on horseback in a scarlet tunic. When the first World War broke out Constable Pearkes resigned from the mounted and enlisted in the Canadian Army. He won the Victoria Cross for valor, and now commands the Pacific Command of his country.

Just as the construction of the highway demonstrated the ingenuity of our soldiers and workers on a large scale the ceremony opening the highway demonstrated that ingenuity on a much smaller scale.

We had no printing press, yet, programs seemed indespensable. What to do? Mimeographing was too colorless and drab. The blueprinting machine of the Public Roads Administration finally was pressed into service. Jean Ewen, Public Roads Administration design engineer, made some excellent Arctic drawings. Gay Pinkstaff, Public Roads Administration photographer ran off the copies. The result was a program which many people thought was not only printed but actually engraved.

It was quite a task to find distinctive food, because supply difficulties in the wilderness are enormous, as you know. We finally relied on Nature's larder. Maj. Dick Luckow, whom you may remember as one of the men who helped build the Alaska Railroad, sent out hunting parties. The result was moose meat, mountain-sheep, steaks, and a thinned-out black bear.

We gave all the groceries local names, viz: "Dawson Creek Crackers," "Fairbanks cheese," and "Slims River salad." The "Slims River salad" turned out to be lettuce and hot-house tomatoes, and we never succeeded in convincing any of the guests that the lettuce and tomatoes were picked right outside at 40 degrees below.

Where to hold the ceremony? This was a stickler for a month. Finally Col. T. W. Essig made a trip over the road. He selected Soldier's Summit. This is a stretch of highway, 1, 500 ft. above the wide swath of Kluane Lake. Above the raod dark crags tower. Below, the lake is spread out like a vast inland sea. The setting symbolizes the fastnesses which the highway penetrates. Kluane Lake is approximately 100 miles east of the Alaska-Yukon international boundary.

The participants in the dedication ceremony, accompanied by newspaper correspondents and photographers, drove from Whitehorse to Kluane Lake on a day that the temperature crowded 15 below. Many feet, tender from the luxuries of civilization, were chilled by the time the new spruce barracks were reached. Everyone slept that night dormitory style. The blueprinted programs were given out and privates traded autographs with colonels. A Negro soldier asked General O'Connor for his autograph, and the general climbed out of his sleeping bag, put on his spectacles and signed the soldier's program. "That's the epitome of democracy, isn't it?" Bob Bartlett asked Ian Mackenzie as they watched.

When we wnet to bed all of us were slightly apprehensive over the fact that neither General Pearkes nor General Ganong of Canada's Eighth Division had arrived. They had been delayed by bad flying weather but were expected later. I think I went to sleep about 10 o'clock. Some time later I was awakened by a gentle padding on the lumber floor. I cautiously peeked out of a corner of the bag. General O'Connor, in his long underwear, with his fur cap on his head and his parka thrown around his shoulders, was tip-toeing to the door. He threw it open and a lusty "Halloo there!" came through.

The red hat bands and lapels of the British general officers appeared in the darkened portal and in walked General Pearkes and Ganong. I lay there in my sleeping bag and struggled between comfort and duty. The bag was warm and comfortable. Yet I was General O'Connor's aide. Could I stay in bed while he welcomed our latecomers? Soon from nearby another shape in long underwear emerged. It was Col. K. B. Bush, our chief of staff. He and General O'Connor, looking like union-suit advertisements, were convoying the Canadian Generals to their bunks. My conscience overcame my drowsy laziness and I got up and added my size 42 underwear to the scene. "You chaps look quite nifty in those," said Lt. Bob Sails, the aide to General Pearkes. This was British politeness at its kindest.

In the morning the ceremony was held. It was an event full of color, drama, and significance. Colonel Bush's hands became blue as he took off his gloves to read the statements received from yourself and many other distinguished men in public life. A long

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file of Royal Mounties stood at attention in their scarlet coats and leather boots. Their feet must have been as cold as anvils, but they stood as straight and rigid as signal posts. "Discipline and tradition account for that," said Colonel Bush and Inspector Grennan, commanding the Mounties in the Yukon Territory, nodded his assent.

All the speakers stressed the historic importance of what was taking place. Bob Bartlett presented an Alaskan flag sent by the Fairbanks Chapter of the Daughters of the American Revolution, whose head is Mrs. Donald MacDonald. Colonel Bush described Donald MacDonald as a pioneer advocate of a land route to Alaska, and Bartlett said that the people of Alaska wanted their flag to grace the headquarters of the Northwest Service Command. Ian Mackenzie spoke most eloquently for Canada and brought an inspiring message from Prime Minister King.

The ceremony moved towards a natural climax. At its end Mackenzie and Bartlett were given a pair of scissors. These scissors had been specially engraved in Alaskan gold by William Osborne, pioneer resident of Juneau. Fittingly Mr. Osborne's daughter is Mrs. Joe Grossan, the wife of the Arctic aviator who has saved so many lives. Mackenzie took one blade of the scissors, Bartlett the

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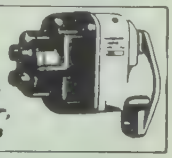

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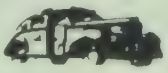

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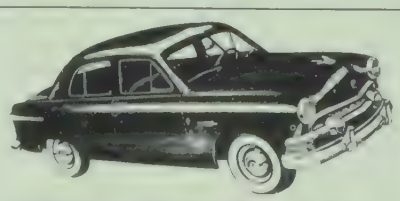

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other. The crowd became tense. Then the blades closed, and the red, white and blue ribbon across the road was severed. In the cold and gloom of the Arctic morning an American Army band played God Save the King. Then the strains of the Star Spangled Banner filled the snowy air.

As the basalt cliffs flung back the last strains of the music, a great cheer went up from the crowd. I hurried from General O'Connor's side and struggled to save the ribbon for posterity. The first truck bound for Fairbanks rolled forward as the band played the Maple Leaf Forever and Washington Post. At the wheel of this truck were two American Army enlisted men selected personally by General O'Connor - Corp. Otto Gronke of Chicago and Pvt. Bob Bowe of Minneapolis.

The General had declared that rank and file soldiers, who did so much to construct the road, were to be given genuine representation at the ceremony. The ribbon was held by four enlisted men: Corp. Refines Sims Jr. of Philadelphia and Private Alfred Jalufka of Kennedy, Texas., representing the Whitehorse Sector, and Master Sgt. Andrew E. Doyle of Philadelphia and Corp. John T. Reilly of Detroit, representing the Ft. St. John Sector, Sims and Reilly are negroes, symbols of the colored troops whose toil has played a material part in the 1,630 mile undertaking.

After the ceremony lunch was served in the barracks. The smell of spruce pitch and wood grain was still in the air. Boughs hung from the ceiling. The crimson tunics of the Mounties mingled with the somber khaki of their American allies. We ate moose meat and mountain sheep. Cigar and cigarette smoke hung beneath the beams. The band played Johann Strauss' Tales from the Vienna Woods and the Blue Danube, lilting memories of a land which may soon be free. It was like

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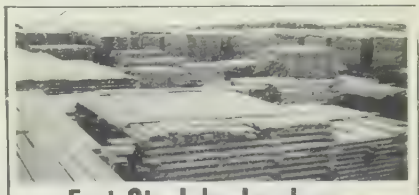

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some scene from a Graustarkian operetta, Inspector Grennan swayed his head to the gay waltzes, and so did the American mess sergeant who hurried along the tables seeing to it that no one's plate was empty.

It was an episode which will not soon be forgotten by those who participated in it. My own most vivid memory of it is the playing of our national anthem by the band at Soldier's Summit. As the music faded away and I looked around me at the stern faces of the American soldiers and at the grim countenances of the Mounties I felt sure that in such a scene as this lay the future of the United Nations ---- that in the ability of us all, Canadians, Americans and Alaskans, white and black, civilian and soldier, to fuse together our efforts in such a project as the Alcan Highway rests the hope of free peoples throughout the earth.

With best wishes, Tony, I am,

Your friend,
Signed "Dick."

(Lt. Richard L. Neuberger, aide-de-camp to General O'Connor, Northwest Service Command, Whitehorse, Yukon Territory.)

WHEN THE ICE WORMS NEST AGAIN.

(Marching song of the Canadian Army Contingent organized by Captain Geo. Black, who left Dawson Creek October 16th, 1916, to participate in World War 1.)

(To the tune of Tramp, Tramp, the Boys are Marching.)

"There's a land of pale blue snow,
Where its 99 below,
And the Polar bears are dancing on the plain;
In the shadow of the Pole,
I will clasp you to my soul.
I will meet you when the ice worms nest again."

Chorus.

"Tramp, tramp, tramp, the boys are marching,
Cheer up Dawson we'll return,
When the Kaisers on the blink,
We'll sail back across the brink,
And put the old town on the hum again."

"There's a land of midnight sun,
Where Boyle's dredges groan and hum,
And the ptarmigan are warbling in the trees,
And the whiskey that they sell
Makes you wish you were in hell,
Our thoughts will float to you on every breeze."

THE SQUAWS ALONG THE YUKON.

(Note: This was the Marching Song of the U.S. Army Engineers working

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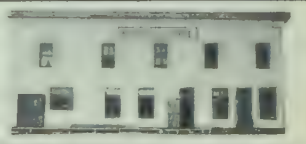

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north of Whitehorse and was played by the U. S. Army Band at Whitehorse and points north, on construction of the Alaska Highway.

There's a salmon scented girl who has
set my head awhirl,
And she lives up un the Yukon far away.
We would sit there every night beside the
camp fire bright,
Then she'd cuddle close to me and say,

U-ga, U-ga, U-ga, which means that I
love you
If you'll be my daddy, says she - I'll
love you true.
Then I took her hand in mine and I placed
her on my knee,
The squaws along the Yukon are good
enough for me.

She has winning ways galore and a
kiss that tastes like more,
And she loved me in that good old
native way.
And she surely did look neat with those
snow shoes on her feet
While she'd mush the old trap line
and say:

U-ga, U-ga, U-ga which means that
I love you
She put love in love and like no
other girl could do.
Talk of your cheechako girls - so
beautiful to see
The squaws along the Yukon are good
enough for me.

Many happy hours we spent inside
our little tent
While the old fish wheel makes
music all the day
By and by we'll catch papoose, we
will feed him hi-u moose
Then he'll be a great big chief
someday.

U-ga, U-ga, U-ga which means that
I love you,
She knows more about making love
than the modern flappers do,
She has lots of hidden charms that the
whole wide world can't see,
The squaws along the Yukon are good
enough for me.

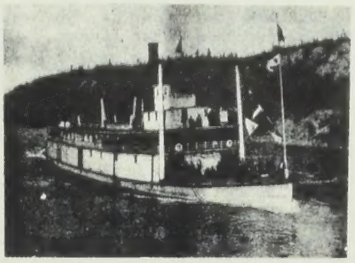
HISTORIC SITES AND MONUMENTS BOARD OF CANADA.

November 13, 1950.

Dear Mr. MacBride:

Thank you for your letter of November 10 and its enclosures. I am bringing this matter to the attention of the Secretary of the Historic Sites and Monuments Board, asking that he place it on the agenda for the next meeting of the Board which, I anticipate, will be late May or early June, 1951.

Yours sincerely,
Walter N. Sage.



Steamer "Yukoner."

Neither museum nor monument are yet accomplished facts, but it appears as though the monument soon will be. With the construction of highways throughout the Yukon and Alaska, the l
old sternwheelers will soon become a thing of the past. The establishment of a museum in the old "Yukoner," one of the first to ply northern waters, would be a fitting tribute to those who pioneered the north country..... Ed.

———o———

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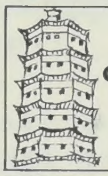

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PROPOSED COAST HIGHWAY
continued from page 19

Washington, whose ports always have been outlets of supplies for Alaska, there is a fast-growing awareness of the need for the Coast Route, particularly in view of the country's present military emergency.

One staunch proponent, is R. H. Curtiss, of Spokane, Wash., who since World War 11 has made, in co-operation with other leading businessmen of Washington State and Alaska, an extensive survey of Alaska transportation, both serving and within the territory.

To greatly improve the transportation facilities between Washington State and Alaska until the Coast Highway becomes a reality, he has proposed a ship-truck plan, using ship transportation between Seattle and Haines, then trucks over the Haines cut-off and other Alaska highways for various points of destination within Alaska.

He advocates the use of a number of idle LST ships now in storage along the west coast of the United States, in the water transportation service of his plan. As LSTs are equipped with a large bow door he points out that both semi-trailer vans and flat-bed truck bodies could be loaded with merchandise anywhere in the west, especially Seattle, and with the aid of a floating dock or barge, wheeled right through the bow door and stored on board. When the LSTs arrived at Haines a tractor could hook onto the loaded vehicles and have them on their way to interior points such as Fairbanks, Anchorage, etc., in a matter of minutes after arrival.

This would save crossing of Alaska Bay, and have protection of the Inside Passage all the way from Seattle to Haines. It would also serve many points within the interior of Alaska that are not now served by the Alaska Highway.

As for the coastal points en route to Haines, Mr. Curtiss suggests that a single truck van body could be loaded with merchandise at Seattle, wheeled on board an LST by use of a detachable method from truck chassis, kept on "dollies" and quickly attached to a truck chassis at destination points and deliveries started immediately after arrival at these coastal towns.

To provide gasoline and oil deliveries to interior Alaska points, Mr. Curtiss claims that a bulk storage plant could be constructed at Haines and loaded and kept full by tank ship from Seattle or coastal points, then trucked inland by truck and semi-tank trailer.

This method, he believes, would be quite efficient as it would practically eliminate warehousing, cargo handling and various other delays. It would also save from 48 to 72 hours on deliveries to destinations within the interior of Alaska.

—o—

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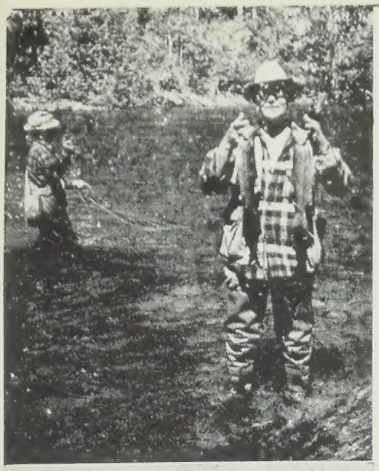

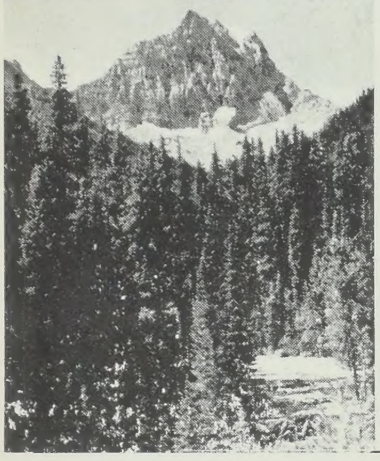

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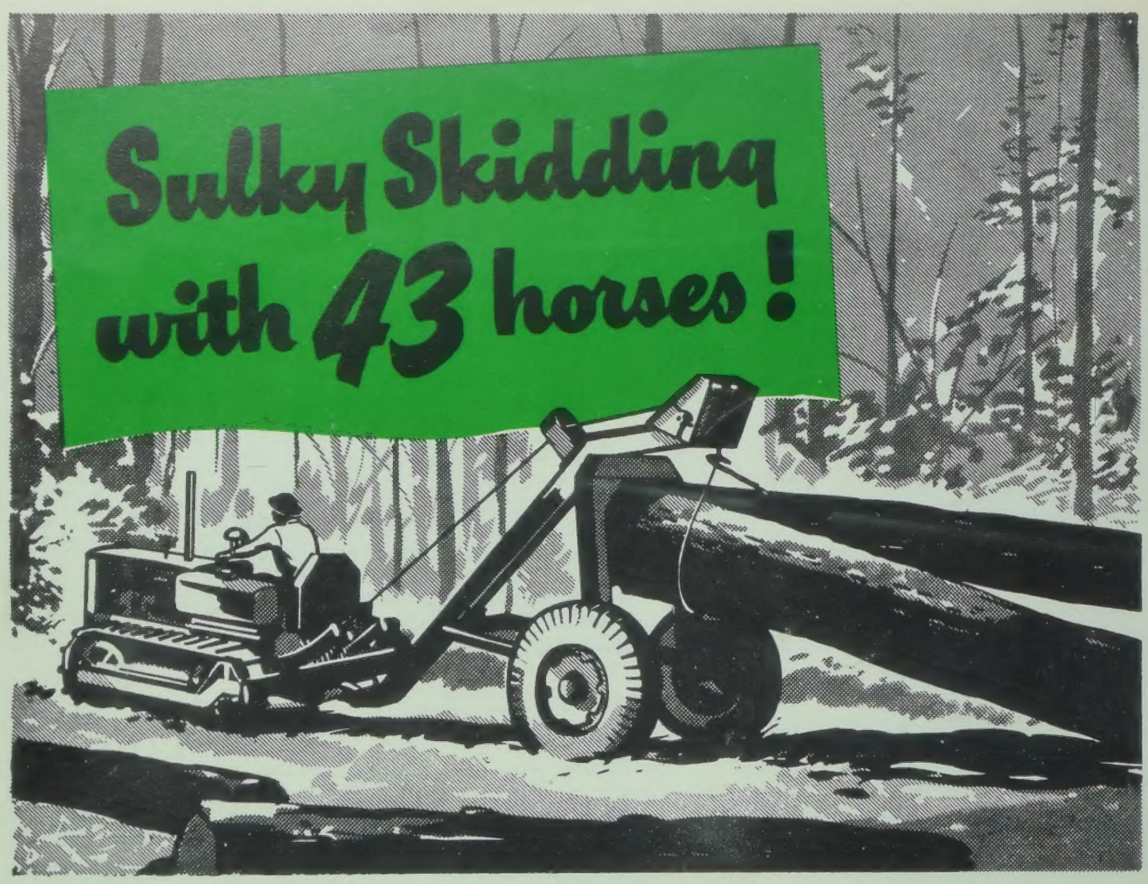

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